PACIFIC FRUIT EXPRESS COMPANY

September News Letter

San Francisco, Sept. 24, 1957

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1957			1956		
	PFE CARS	FOREIGNS	TOTAL	PFE CARS	FOREIGNS	TOTAL
August	30,679	3,773	34,452	30,517	5,045	35,562
Jan.-August	222,141	20,192	242,333	235,787	26,848	262,635

Car Situation

Ample cars are available to protect September and October loading. Our problem will be to see that maximum contract line loadings are protected with PFE equipment. This will require careful policing of Eastern and Mid-Western market centers to insure prompt movement of cars after unloading; in Western loading districts car distributors will need to exert special effort to get the most out of PFE supplies.

Crop Conditions

Along Union Pacific:

Peak loading period for potatoes and soft fruits in western Idaho is passed. Apples are under way and will increase gradually, reaching maximum daily movement near the end of September. Onions should continue in steady volume into October. Eastern Idaho potatoes are moving in light volume. Peach movement from northern Utah commenced about September 1 and was expected to run through September 21.

In Northwest District bountiful crops of tree fruits consisting principally of apples and pears are moving from Hood River and Yakima Valleys. Other loading will be in normal seasonal volume and consist principally of frozen foods, beer, and other miscellaneous commodities.

In Eastern District Nebraska potato movement, now completed, was handled predominantly by trucks; rail movement amounted to but 250 cars vs. 332 last year.

Colorado vegetables are passing height of production and will be on down grade last half of September. Trucks also are active in this area. A good peach movement originating on D.&R.G. and routing via Denver and U.P. got under way late in August, continuing through first half of September.

Along Southern Pacific:

Oregon. Harvest of Rogue River pears will be completed by September 25. Shipments thereafter will be from storage and governed by marketing conditions. Frozen foods and miscellaneous

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Car Situation

Crop Conditions

Along Union Pacific

Along Southern Pacific

items from Willamette Valley will move in normal seasonal volume. Klamath potatoes get under way the week of the 22nd. While acreage is about the same as last year, rail shipments will be lighter due to greater truck usage, estimated as 63% of total movement compared with 58% last year.

Northern California. Grapes from Lodi and San Joaquin Valley sections are running below expectations due to consistently poor markets and heavy truck activity particularly noticeable in Lodi area. Melon movement is in seasonal decline but will continue into October with honeydews and other late varieties predominating. Tree fruit harvests in Central Valleys are practically finished with current light movement coming from storages. Mendocino County pears will continue fresh movement in fair volume well into October. Salinas lettuce will move in good volume but below normal due to lighter acreage, low yield, and heavy trucking. Coast vegetables, principally carrots, celery and tomatoes, should continue in good volume into October.

Southern California and Arizona. A new venture in lettuce growing is under way in the Wilcox-Bowie area east of Tucson. The present fall harvest should produce around 600 carloads, about 70% of which should move via S.P. One permanent vacuum tube cooler is in operation with another under construction. Other business in Southwest District is confined to Los Angeles Division and consists mainly of citrus fruits, miscellaneous vegetables, and frozen foods.

T.&N.O. The planting and cultivation of fall and winter vegetables in Rio Grande Valley and Eagle Pass-Uvalde sections is progressing satisfactorily under favorable conditions. Present indications are that water supplies will be available to insure a normal seasonal production.

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It is with deep regret that we advise you of the passing of Carl A. Cramer, Plant Manager at Bakersfield, on August 20.

Mr. V. A. Stubblefield has been appointed Plant Manager to succeed Mr. Cramer. Prior to Mr. Stubblefield's new assignment he held the position of Assistant Plant Manager at Los Angeles, since July 1947.

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The following information regarding materials needed in construction of the 2000 new cars just completed will be of interest:

	No. Cars Built	C/L Material Used	C/L Material per car manufactured
Roseville	200 Mech) 350 Stds)	812	1.476
Los Angeles	850 Stds	1122	1.32
Colton	600 Stds	790	1.316
Total	2000	2724	

This indicates that it takes approximately 1 1/3 carloads of materials for each car constructed.

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The following information regarding materials needed in construction of the 2000 new cars just completed will be of interest:

	No. Cars Built	C/L Material Used	C/L Material per car manufactured
Roseville	200 Mech) 350 Stds)	612	1,176
Los Angeles	850 Stds	1122	1,32
Crofton	600 Stds	700	1,316
Total	2000	2434	

This indicates that it takes approximately 1 1/3 carloads of materials for each car constructed.

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DESCRIPTION OF 500 50-FT. AND 500 40-FT. MECHANICAL CARS TO BE BUILT IN LOS ANGELES SHOPS IN 1958.

50-FT. CAR:

Physical dimensions of this car (Class R-50-6) which will be numbered in series 300713 to 301212 inclusive, are as follows:

Inside length	44'6"
Inside width	8'6"
Inside height (top of floor rack)	8'0"
Available loading height	8'0"
Loading capacity	3026 cu ft.
Length over end sills	51'8"
Height of door opening	8'0"
Width of door opening	6'0"
Light weight (estimated)	73,500 lbs.
Fuel capacity(2-250 gal. tanks)	500 gal.

These cars will have 7" of insulation in the floor and walls and 10½" in the ceiling. All will be equipped with Carrier Corporation's single compressor system and General Motors Model 2-71 Diesel engine.

Cars are designed so that approximately 15% of the circulated air is directed into the lading compartment through ceiling diffusers, to re-enter the return air channel under floor racks.

Floor racks will be metal on wood stringers.

Temperature differential indicating light will be provided to show whether the equipment is operating satisfactorily and whether car temperatures are within tolerance range of the thermostat setting.

40-FT. CAR.

Physical dimensions of the 500 40-FT. cars, Class R-40-30, and which will be numbered in series 100003 to 100502, inclusive, are as follows:

Inside length	35'4"
Inside width	8'3"
Inside height	8'0"
Available loading height	8'0"
Loading capacity	2332 cu.ft.
Length over end sills	41'8-3/8"
Height of side door openings	8'0"
Width of side door openings	6'0"
Light weight of car (estimated)	62,800 lbs.
Fuel capacity (2-250 gal. tanks)	500 gal.

175 of these cars will be equipped with Carrier Corpn.'s single compressor system; 300 cars with Trane Company's single compressor system, and 25 cars with Union Asbestos & Rubber Co.'s system utilizing a primary and a secondary refrigerant. All 500 cars will be powered with the Witte Diesel engine.

50-FT. CAR:

Inside length	44'6"
Inside width	8'6"
Inside height (top of Sheet rack)	8'0"
Available loading height	8'0"
Loading capacity	3048 cu ft.
Length over end sills	51'8"
Height of door opening	8'0"
Width of door opening	6'0"
Light weight (estimated)	72,500 lbs.
Fuel capacity (2-250 gals tanks)	500 gal.

These cars will have 7" of insulation in the floor and walls and 10½" in the ceiling. All will be equipped with Carrier Corporation's single compressor system and General Motors Model 2-71 Diesel engine.

Care are designed so that approximately 15% of the circulated air is directed into the loading compartment through ceiling diffusers; the re-mainder the return air thru floor racks.

Floor racks will be metal and wood separators.

Temperature differential indicating lights will be provided to show whether the equipment is satisfactorily and whether car temperatures are within tolerance ranges of the thermostat setting.

40-FT. CAR.

Physical dimensions of CB&Q 40-ft. class R-40-50, and which will be numbered in series 18000-18202, inclusive, are as follows:

Inside length	35'4"
Inside width	8'3"
Inside height	8'0"
Available loading height	8'0"
Loading capacity	2332 cu.ft.
Length over end sills	41'8-3/8"
Height of side door openings	8'0"
Width of side door openings	6'0"
Light weight of car (estimated)	62,800 lbs.
Fuel capacity (2-250 gals tanks)	500 gal.

175 of these cars will be equipped with Carrier Corp.'s single compressor system 5000 interwith Trane Company single compressor system, and 25 cars with Vilter Manufacturing Co. system utilizing a primary and accessory refrigerant. All will be powered with the Witte Diesel engine.

These cars will have 6" of insulation in the floor and walls, and 8" in the ceiling.

Like the 50-Ft. cars, these 500 will also be designed so that approximately 15% of the circulated air is directed into the lading compartment through ceiling diffusers, to re-enter the return air under the floor racks. The refrigeration system will be designed to provide humidity control. Cars will have magnetic amplifier thermostat controls incorporating a temperature differential indicating light showing whether equipment is operating satisfactorily and whether temperatures are within the desired ranges of the thermostat setting. The indicator light will be located on the end of the car immediately under the running boards and so shielded that it will be visible only from the ground and car roof.

K. V. Plummer

These cars will have 6" of insulation in the floor and walls, and 8" in the ceiling.

Like the 50-ft. cars, these 500 will also be designed so that approximately 15% of the circulated air is directed into the leading compartment through ceiling diffusers, to re-enter the return air under the floor racks. The refrigeration system will be designed to provide humidity control. Cars will have magnetic amplifier thermostat controls incorporating a temperature differential indicating light showing whether equipment is operating satisfactorily and whether temperatures are within the desired ranges of the thermostat setting. The indicator light will be located on the end of the car immediately under the running boards and so shielded that it will be visible only from the ground and car roof.

K. V. Plummer